

## **Westlake Avenue North Corridor Workgroup**

April 16, 2007

6:00 - 8:00 pm

South Lake Union Armory, 860 Terry Avenue N.

### Meeting 9 Summary

Members Present: Phil Bannon  
Ann Bassetti  
Jim Codling  
Robert Gerrish  
Tim Hesterberg  
Lynne Reister  
Don Stonehill  
Cameron Strong  
Bill Wehrenberg  
Bill Wiginton  
Tim Zamberlin

Members Absent: Lloyd Shugart  
Stan Waldrop

Public Attendee: Dick Schwartz

SDOT Attendees: Marty Curry (consultant)  
Wayne Wentz, City Traffic Engineer  
Mike Estey  
Tracy Krawczyk  
Sue Partridge

#### 1. Introduction

Marty Curry began the meeting by restating the meeting goals and process: after nearly five months of intense work, the Workgroup is prepared to share their draft Westlake parking management plan with Wayne Wentz, Seattle City Traffic Engineer, and discuss his impressions and reactions to the proposed plan.

#### 2. Brief Comments from Wayne Wentz

Wayne expressed his appreciation for the chance to meet with the Workgroup members again to hear their ideas and have an honest discussion. He has kept up with the Workgroup's deliberations and progress over the past months through staff briefings and published meeting notes. He is impressed at the dedication of the Workgroup and their individual and collective pride of ownership and stewardship of the WAN corridor. He recognizes that it is a unique neighborhood with many water-dependent uses, and parking needs that differ in many respects from typical curbspace demands.

Wayne emphasized that he was there primarily to listen. He had a chance to review the proposal over the weekend and looked forward to discussing it in detail with the Workgroup members.

### 3. Presentation: Proposed Parking Management Plan

Ann Bassetti, representing the Workgroup, presented a slide show of the principal elements of the Workgroup's proposed plan (both the presentation and proposed plan are attached to this meeting summary and posted on the SDOT web site). The presentation began with the Workgroup's problem statement, charter and membership, and summary of stakeholders. Ann went on to present the proposed plan's guiding principles, key concept, and stakeholder considerations. The draft proposed parking management plan consists of three phases:

#### Phase I:

- addresses currently known parking problems
- continues to collect data to guide implementation of subsequent phases
- does not include paid parking

#### Phase II:

- addresses potential problems based upon occurrence of specific "triggers" after Phase I
- may introduce launching of limited paid parking solutions

#### Phase III:

- addresses potential problems based upon occurrence of specific "triggers" after Phase II
- may expand paid parking solutions in targeted stakeholder sub-zones

Cam Strong, representing the Workgroup, then discussed the details of the Workgroup's proposed parking management plan. Each phase of the plan is broken down into elements, each with a detailed rationale and discussion of the proposed steps for implementation. Other Workgroup members helped explain and clarify the proposed implementation procedures. Cam concluded by stating that a fundamental message is that SDOT should go slowly with parking management changes so that the community feels included in the decision process.

### 4. Wayne Wentz's Response and Comments

Wayne shared several initial responses and observations on the material presented:

- Paving the north-end side road: The area may become part of the bicycle path system—that is an ongoing discussion. Paving is not just a matter of laying asphalt; it also includes drainage, storm water retention and release, and landscaping, so costs can be much greater than one would think.
- Dumpsters: Most owners do not have an alternative to placing them on the right-of-way, but they may start having to pay rent on the spaces. Dumpsters need to be enclosed even when on private property. This is not just an issue for SDOT, but also for Seattle Public Utilities. SDOT will work with them on a suitable solution.
- Hiring more Parking Enforcement Officers (PEOs): Although the PEOs bring in revenue, City elected officials are sensitive to the total number of City employees at any given time and create new positions with that in mind. SDOT can recommend increased enforcement, but the ultimate decisions lie with the Seattle Police Department (SPD), Mayor's Office, and the City Council.
- No paid parking in north corridor: Wayne is amenable to deferring paid parking in the north section, when the results of parking management in the southern portions are known.
- Paid parking restrictions 10 am to 4 pm only: Wayne will consider reducing the hours when paid parking restrictions apply, though not necessarily 10 am to 4 pm.

- No restrictions on Saturday: Wayne will consider no parking restrictions on Saturday, but load zones and 72-hour rules would likely still be enforced.
- Parking lot redesign to restore some spaces lost in the paving project: The issue of how something “used to be” comes up a lot. In reality, what “used to be” probably did not meet the standards at the time. The spaces that are perceived to have been lost were never guaranteed. Landscaping and trees are necessary in a parking lot not just for aesthetics, but to decrease water run-off and shade the pavement to help alleviate heat radiation.
- Create parking spaces at the ends of walkways/speed bumps: There may be the opportunity to do so on a case-by-case basis, but providing for pedestrian and driver safety is SDOT’s most important responsibility and cannot be compromised. Pedestrians should not be forced to walk between parked cars to enter and exit the parking lot.
- Create parking in the Highland Dr. street end on the west side of WAN: The street end will soon be vacated by SDOT and purchased by the developer of the adjacent properties.

#### 5. Facilitated Discussion and Clarification of Issues

Marty Curry facilitated a general discussion of the proposed parking management plan and issues presented. Some of the comments and questions were:

- *Workgroup Member (WM) comment:* One goal we have not discussed that is not reflected in the plan is to create an overlay zone for the WAN corridor in the form of a special review district or an economic development area. (It was agreed that is outside the parking management plan, but there was discussion around creating a community organization to work with the City on such issues.)
- *WM comment:* The concept of a “trigger” to move on to the next phase is fundamental to the community. The community must agree on what SDOT considers a trigger.
- *WM question:* If there is paid parking, is it possible to return some of the profits to the neighborhood for improvements or increased police presence? *Wayne Wentz (WW) response:* SDOT has advocated for that approach in the past and will continue to do so. So far, elected officials have not been convinced to implement the practice.
- *WM question:* Can RPZ permits be offered to part-time residents whose vehicles are registered elsewhere or out of state? *WW response:* Out-of-state registrations will never be accepted because the owners do not pay Washington State taxes. For other part-time residents, there may be a way to accept proof of residence other than vehicle registration and utility bills.
- *WM question:* Could we negotiate for having all parking on the west side of the WAN corridor be uncontrolled? *WW response:* That may be possible in the short-term, but in the long run it’s doubtful that it would work.
- *WM question:* If there is paid parking, what do you think of starting at a very low rate (e.g. \$.50) to see what happens before ramping it up? That might encourage those who can to use alternative transportation, yet not impose an undue burden on people who have no other choice. *WW response:* I am not opposed to that approach, however we must be careful not to set the fee so low that the capital pay back rate is unrealistic, or that the fee has to be raised right away because it is not working.

- *WW comment:* My approach has changed since the meeting last summer; I am not so resolved toward the end stage. I greatly appreciate all the work and thought that went into the Workgroup's proposal, and I have a lot of thinking to do about it in the next 1-1/2 to 2 weeks.

#### 6. Wrap-up and Closing Comments

Wayne again thanked the Workgroup members for their dedication. He will lay out a proposed draft SDOT plan that responds to the Workgroup proposed plan and is ready to discuss at the next meeting scheduled for April 30. SDOT will send out copies of the draft at least 2 days before the meeting so Workgroup members will have a chance to review it.

Attachments: 1. Westlake Workgroup Draft Parking Management Plan 4-14-07  
2. Westlake Workgroup Power Point Presentation 4-15-07

## ATTACHMENT 1

### DRAFT

## WESTLAKE PARKING MANAGEMENT PLAN PROPOSAL DETAILS

3 overall Zones & 16 mixed Stakeholder Sub-zones:

South Zone = Broad St. to Galer St (includes sub-zones A-E)

Central Zone = Galer St to McGraw St (includes sub-zones F-J + O)

North Zone = McGraw St to Fremont Bridge (includes sub-zones K-P)

### PHASE I

This phase addresses currently known parking problems, and seeks to collect data which will inform implementation of subsequent phases. We do not introduce paid parking in this phase.

#### **OVERALL RATIONALE FOR PHASE I:**

*Because:*

- the original parking proposal drew such negative community reaction,*
  - the community has been continually 'traumatized' for ~5 years by construction and re-paving projects,*
  - the community suffers from frequent property crimes,*
  - there is currently little parking enforcement,*
  - there is not a parking problem for half of the area,*
  - the city's rationale for paid parking was based on a lower target occupancy than is appropriate here, and*
  - most importantly -- this is a unique city and regional resource, which is economically fragile ...*
- we recommend starting slowly, gathering data which will form a sound basis subsequent phases.*

*(Note: we recognize that SDOT is not responsible for construction projects, parking enforcement, and crime prevention. Nonetheless, from the community's perspective, all of these situations are "The City" aggravating our lives.)*

#### **ELEMENT I-A**

“Redefine” & Implement Parking Management Requirements

***RATIONALE:*** *The Westlake Ave. parking proposals presented last summer were not grounded in the parking needs of the community. Phase I attempts to redefine the community's parking requirements in partnership with SDOT. Element I-A is a summary of parking management requirements needed during Phase I.*

- We (SDOT & Westlake Parking Workgroup) jointly agree to adopt the attached “Guiding Principles” in developing current and future parking management solutions for this Westlake Ave. Community

- Establish the Peak Occupancy Standard for this community at 90-95%. An average peak occupancy of 85% is appropriate for a typical business district, not here. This is a larger lot (one free space in a six-space lot is reasonable; 100 free spaces in a 600 space region is too many), with longer-term parkers (less in-and-out, so finding spots immediately is not as critical), and good visibility (it is easy to find free spaces). In a separate document we give a more detailed technical discussion justifying a higher occupancy rate.
- No changes to the North Zone, where there is not currently a problem
- For South and Central Zones, create 2-hour parking areas for all east side parking spaces (water side of the parking lot), and a mix of unlimited and 4-hour parking time zones for the parking spaces on the west side (boarding Westlake Ave) of the parking area. The 4-hour parking spaces to be located near bus stop areas.

*Rationale: We hope to accommodate the mix of parking needs by having a mix of parking time options. We want to encourage hotel guests to park in spaces available to them, and park-and-riders to park in the northern zone.*

- Establish the regulated parking period as Mon – Fri 10:00 am – 4:00 p.m.

*Rationale: This is the busy period; enforcement beyond this period adds a burden without adding benefit. The shorter period reduces city enforcement costs. We also want to encourage people to move parking needs outside of this period; some marine repair people may be able to work here earlier or later, and some people might work four 10-hour days.*

- Create RPZ parking for South and Central zones, and offer permits for east & west side Westlake residents (floating homes, houseboats and live-a-boards, apartments, condominiums) as appropriate for all three zones. RPZ permit to have access to all parking spaces in South and Central zones without additional payment for parking in paid parking areas. Provide RPZ permits for part-time residents (e.g. summer live-a-boards).

*Rationale: By allowing RPZ holders to park anywhere, we leave the broadest set of spaces available for everyone.*

- SDOT to contact local private parking garages for options of longer term parking (such as 2 weeks) for recreational boaters and float plane customers, and communicate this information to marina owners & Kenmore Air.

*Rationale: We are concerned that increased enforcement will cause problems for boaters and residents who are gone for more than 72 hours. We are seeking legal, safe alternatives.*

#### **ELEMENT I-B**

Redesign Westlake Parking Area Spaces

**RATIONALE:** When Westlake was repaved a few years ago, ~400 parking places were lost. From daily use, we also now recognize an assortment of inefficiencies. This element seeks to regain as many places and solve the inefficiencies, as reasonable.

- Create 30 min. Loading Zones during regulated parking hours appropriate for all three zones
- Create 1 loading zone space at each marina gate (15 min.)

- Improve driver visibility near entrances/exits and consider low level motorcycle parking spaces near these areas.
- Re-evaluate requirements & locations for “disabled permit parking” and “diplomatic parking”.
- SDOT prepare new Parking Space Plan focused on recapturing as many of the 400 lost parking spaces as possible. Seek advice of Westlake Parking Workgroup to include:
  - Move all dumpsters out of parking spaces and onto private land or sidewalks (with fenced in area to remove eyesore of trash around dumpsters)
  - Eliminate east-west sidewalks that go nowhere and take up 4-6 parking spaces. Stripe and convert to parking spaces.
  - Eliminate unnecessary entrance/exit located...?
  - Remove concrete barriers and create angle parking.
  - Create one-way traffic to improve safety, traffic flow and recapture lost parking spaces
  - Redesign current one-way parallel Load Zones in front of Marina Mart & Lake Union Buildings which take up approx. 200 feet of parking area and block other vehicles from use & access. Convert this space into more effective loading zones and parallel parking spaces.
  - Create parking spaces (12?) on Highland Street (west side of Westlake).
  - Pave & stripe the upper siding road in sub-zone P along Westlake (east of Fremont Bridge to Diamond Marina) for angle parking
  - SDOT to evaluate the potential for improving access by the use of one way sections with angled parking.
- SDOT & Westlake Parking Workgroup to review and agree on final plan
- Implement redesigned Westlake Ave. Parking Space Plan

<b>ELEMENT I-C</b> Increase Parking Enforcement and Evaluate Results	<b>RATIONALE:</b> 2-hour timed parking spots already exist in this area (mostly in the south end), but is only weakly enforced. The community perceives that many of the parkers (park and riders, Marriott guests, WRQ building employees and guests) would not park here if the time limits were enforced. (They all have other places to park, whereas we do not.) We need data to understand the potential influence of enforcing parking restrictions.
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**General note on this Element:**

*We recognize that all City presentations have said there will not be more enforcement officers hired nor dedicated to this area. Yet, Motiryo Keambiroiro, Manager of SPD Parking Enforcement Unit said her officers generate enough income to cover their salaries, plus her budget yields 3 X as much revenue.*

*We feel strongly that greater enforcement of timed (but not paid) spaces would solve a lot of our problems, and would apparently pay for itself. We resist the risk of destroying the unique working*

*aspects of this lake because the City does not want to hire enforcers. At the minimum, we need facts and data to prove or disprove this hypothesis.*

*Further, this parking lot is a 'shopping mall' for thieves. Perhaps if there were greater police presence, crime could be reduced.*

*We encourage the city to consider newer technology, such as bar coded license-plate tabs, handheld scanning, digital photography, GPS & printer-based tools connected to DMV database for more efficient enforcement.*

- Seattle Police Dept. increase M-F parking enforcement with adequate numbers & availability of staff to enforce current parking rules for a 90-day period to evaluate enforcement impact of a minimum of 3 full days or 5 half days (variable) per week for 2 hr., 4 hr. rules (& 72 hr. rule by complaint only).
- Seattle Parking Enforcement to provide report to SDOT and Westlake Parking Workgroup.

<b>ELEMENT I-D</b> Promote voluntary reduction of parking demand	<b>RATIONALE:</b> <i>Every little bit helps!</i>
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- METRO to prepare a promotion & communication program for decreasing parking demand through the use of the following:
  - Increased Bus Ridership
  - Increased Bicycle Ridership
  - Increased Car & Van Pooling
- Working group to prepare letters to community members, encouraging them to use alternatives, for the common good.
- Convenient spaces to be provided for registered vanpools.

<b>ELEMENT I-F</b> Make small adjustments, as necessary	<b>RATIONALE:</b> <i>"Tweaking" make take care of specific local issues that will become apparent as we implement this phase.</i>
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- This almost goes without saying – but we said it anyway. Please acknowledge there are similar elements in later phases.

## PHASE II

This phase addresses potential problems, based upon the occurrence of specific “triggers”, after Phase I has been implemented for a reasonable period of time. Phase II introduces the initial launching of limited paid parking solutions in targeted stakeholder subzones



<b>ELEMENT II-A</b> – Triggers for launching first level paid parking solution	<b>RATIONALE:</b> <i>We should only move into paid parking based on facts and data that we all agree on.</i>
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- Recommendations from PHASE I are carried forward & incorporated into PHASE II with the following additions:
- Trigger # 1 – Resulting from parking data analysis by SDOT; or
- Trigger # 2 – Resulting from a substantial number of community complaints.
- SDOT to provide report of data analysis to Westlake Ave. Parking Workgroup who will assist in advising of appropriate response.

<b>ELEMENT II-B</b> – Implementation of first level of paid parking solutions	<b>RATIONALE:</b> <i>This response should be measured, tailored to be effective where needed, while minimizing harm.</i>
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- In sub-zone A (insert where this is?) - Create 2-hour paid parking  
*Rationale: workgroup: fill this in*
- In sub-zone B (ditto?) - Create multi hour paid parking (from 1 hour up to 3 days) on all spaces both east & west side parking spaces  
*Rationale: workgroup: fill this in*
- In sub-zones C/D/E (ditto?) – Create multi hour paid parking (1 hour up to 3 days) on east side parking spaces only from AGC Building to ½ block north of RockSalt  
*Rationale: workgroup: fill this in*
- In sub-zones F-K (ditto?) – Create multi hour paid parking (1 hour up to 3 days) for 15-20% of parking spaces on east side parking spaces only  
*Rationale: workgroup: fill this in*
- If necessary, establish time limits in the North Zone, but not paid parking during this Phase. RPZ permits would now become available for Residents of the North Zone too. At this time all parking spaces throughout Westlake Ave. (South, Central & North Zones) would be open to RPZ permit parking without additional payment for parking in paid parking areas.
- Paid parking should be during the peak 10-4 period only, to encourage use during off-hours and to minimize hardship. The initial rate should be \$0.50/hour.

<b>ELEMENT II-C</b> Additional promotion of parking demand reduction.	<b>RATIONALE:</b> <i>Additional reminders help, and may be received with more interest now.</i>
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- See earlier steps
- Some of the parking receipts to be used for regular lot cleanup, especially broken glass pickup, to encourage biking.

## PHASE III

This phase addresses potential problems, based upon the occurrence of specific “triggers”, subsequent to the implementation of Phase II for a reasonable period of time. Phase III introduces the expansion of paid parking solutions in targeted stakeholder subzones.

### ELEMENT III-A

Triggers for launching expanded paid parking solutions

**RATIONALE:** *Presuming we have chosen the correct triggers, we will now know, based on facts and data, that additional measures are needed.*

- Recommendations from PHASE I & II are carried forward & incorporated into PHASE III with the following additions:
- Trigger # 1 – Resulting from parking data analysis by SDOT; or
- Trigger # 2 – Resulting from a significant number of community complaints.
- SDOT to provide report of data analysis to Westlake Ave. Parking Workgroup (or other appointed community group), who will assist in advising of appropriate response.

### ELEMENT III –B

Implementation of expanded paid parking solutions

**RATIONALE:** *All earlier efforts have maxed out or are no longer effective. Still, the response should be measured.*

- If the SDOT study data reflects exceeding the 90-95% Peak Occupancy Standard in South and Central sub-zones where appropriate, increase the % of paid parking (e.g., from 15-20% to 30% of parking spaces) and rates.
- If the SDOT study data reflects exceeding the 90% Peak Occupancy Standard in North Zone create multi-hour paid parking (1 hour up to 3 days) for 15-20% of parking spaces on east side parking spaces only.

*Rationale: We suggest paid parking in only 15-20% of spaces, as those will be the most likely to be left open. Yet there will still be a sizeable number that are free, as an option for anyone in the corridor. Because the north end of the lot has less demand, we hypothesize that south-enders might find free parking in the north, even if it means a walk. We suggest the paid spaces be on the east side of the lot, to be nearer to businesses (for customer parking).*

### ELEMENT III-C

Additional promotion of parking demand reduction.

**RATIONALE:** *Additional reminders help, and may be received with more interest now.*

- See earlier steps

Presentation  
to  
Wayne Wentz

Parking Management Plan  
Westlake Avenue North

Prepared by  
The Westlake Avenue Parking Workgroup  
16 April 2007

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# Problem Statement

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Seattle's 1.7 mile Westlake Avenue N. area located on the west shore of Lake Union:

- is a unique urban freshwater shoreline
- is a mixed-use and water-dependent community
- is not identified in the City's 2005 Strategic Plan
- lacks a “community centered” parking management plan which is embraced by this community, the City of Seattle, and the Seattle Department of Transportation.

**Note:** Westlake is a microcosm of a larger ecosystem, with similar interdependencies from the Locks to Montlake Bridge

# Workgroup Charter and Membership

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**Prepare a Westlake Ave. parking management work plan and recommendations, representing the overall interests of this diverse stakeholder community**

## **COMMUNITY MEMBERS:**

Phil Bannon	Robert Gerrish	Don Stonehill	Bill Wehrenberg
Ann Bassetti	Tim Hesterberg	Cameron Strong	Bill Wiginton
Jim Codling	Lynne Reister	Stan Waldrop	Tim Zamberlin

## **SDOT MEMBERS:**

Mike Estey  
Tracy Krawczyk  
Sue Partridge

## **CONSULTANT:**

Marty Curry  
Bill Timmer

# Summary of Stakeholders

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## **MARINE RELATED BUSINESS STAKEHOLDERS**

- Approx. 20 Boat Dealerships & Brokerages
- Approx. 1,000 -1200 Moorage slips
- Commercial Float Plane Operations
- Yacht Charters & Tour Boats
- Kayak Rental Center
- Approx. 50 Yacht Repair Businesses
- Boat Lift-out Yards
- Marine Engine Repair
- Propeller Shop
- Shipwrights
- Dive Repair & Underwater Sales & Services for Boats
- 19 Marinas
- Marine Electronics
- Marine Painting & Varnish Shops
- Fiberglass Repair
- Marine Custom Canvas
- Marine Surveyors
- Marine Financial/Insurance/Title
- Boat Signage
- Nautical Store
- Marine Fuel Dock

*continued ...*

# Summary of Stakeholders, continuation

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## **RESIDENTIAL STAKEHOLDERS**

- Approx. 65 Floating Homes
- Approx. 200 Live-aboard Vessels
- Approx. **XX** Condominiums & Apartments
- Visitors & Guests

## **NON-MARINE RELATED BUSINESS STAKEHOLDERS**

- 8 Restaurants & 2 Delicatessens
- Hotel
- Radio Station
- Fitness Center
- Numerous Software Development Companies
- Numerous Business Offices (wide variety)
- Sign Company
- Bank
- Recycling Company
- Swimming Classes

## **CUSTOMERS**

## **EMPLOYEES**



# Guiding Principles

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We, SDOT & the Westlake Parking Workgroup, will:

- Strive to be “**community centric**” in our parking management considerations and decisions.
- Recognize the need for parking management changes to be a result of a **collaborative approach** between SDOT and the community
- Strive to define solutions that are **sensitive to the economics** and needs of this **unique freshwater shoreline environment** (which is a subset of the larger 14 mile freshwater shoreline eco-system extending from the Locks through Portage Bay).
- Support a **peak occupancy objective of 90-95%** where parking is well-utilized yet has spaces available.

*continued ...*

# Guiding Principles, continuation

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- Be open to **consider unique parking management solutions** that are:
  - legal
  - consistent with City goals & policies
  - acknowledge the current state of enforcement
- **Possibly recommend to seek changes** to existing Federal and State laws, City goals and policies, and/or recommending upgrading enforcement resources, metrics, etc., if appropriate.
- **Support** parking management solutions in discrete “**phases**” each to be implemented and evaluated before the next phase so problems will be solved with the least disruption and cost to the community and the city.

# Key Concept

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The Westlake Avenue shoreline of Lake Union is just one part of a unique freshwater shoreline, mixed-use water-dependent community that extends from the Hiram Chittenden locks at the west to the Montlake Cut at the east. All of our recommendations strive to protect the vibrancy and economic viability of this interdependent maritime community as an important resource to our city and region.

# Westlake Avenue Areas & Handout

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- 3 overall Zones & 16 mixed Stakeholder Sub-zones:
  - South Zone = Broad St. to Galer St  
(includes sub-zones A-E)
  - Central Zone = Galer St to McGraw St  
(includes sub-zones F-J + O)
  - North Zone = McGraw St to Fremont Bridge  
(includes sub-zones K-P)

**(See map handout)**

# Stakeholder Considerations:

## Recreational Boaters

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### Priorities:

- Year-round access to weekend parking (Friday – Sunday)
- 15-minute loading zones near marina entries
- Multi-day parking (for longer cruises away)
- Prefer no paid parking (except in private parking lots)
- Protection from car theft and vandalism

### Solution Suggestions:

- No weekend parking restrictions (Friday - Sunday)
- Mixed solutions (including unlimited parking spaces & 4-hour parking along west side of parking areas)
- Establish 15-minute loading zones at marina entrances

### Enforcement Suggestions:

- Parking to be enforced 2-3 full days per week or 5 half days per week.

# Stakeholder Considerations:

## Residents (Includes Floating Home, Live-aboard, Condo and Apartment Dwellers)

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### Priorities:

- Unrestricted parking near residence
- Prefer no paid parking
- Protection from car theft and vandalism

### Solution suggestions:

- No weekend parking restrictions
- If parking restrictions occur, issue RPZ permits that allow unrestricted parking in any space throughout the Westlake Ave. area. RPZ parking permits to be available to part-time residents, including out-of-state.
- Establish 15-minute loading zones at marina entrances

### Enforcement suggestions:

- Parking to be enforced 2-3 full days per week or 5 half days per week.

# Stakeholder Considerations:

## Businesses (Customers and employees)

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### Priorities:

- Access for customers Monday – Saturday
- Employee access to both “in and out” and all-day parking Monday – Saturday
- Prefer no paid parking (marine-dependent businesses are most vulnerable)
- Protection from car theft and vandalism

### Solution suggestions:

- No weekend parking restrictions (Saturday – Sunday)
- Mixed solutions (including unlimited parking spaces & 4-hour parking along west side of parking areas and 2 hour parking along east side in front of businesses)
- Establish 15-minute commercial loading zones during time managed parking periods 7am to 4pm. Open parking at other times
- Establish motorcycle parking

### Enforcement suggestions:

- Parking to be enforced 2-3 full days per week or 5 half days per week.

# Parking Management Plan Draft

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- **PHASE I:**

- addresses currently known parking problems
- continues to collect data to guide implementation of subsequent phases
- does not introduce paid parking

- **PHASE II:**

- addresses potential problems, based upon occurrence of specific “triggers”, after Phase I
- may introduce launching of limited paid parking solutions

- **PHASE III:**

- addresses potential problems, based upon occurrence of specific “triggers”, after Phase II
- may expand paid parking solutions in targeted stakeholder sub-zones.



# Parking Management Plan

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- **PHASE I:**

- **I-A** “Redefine” & implement parking management requirements
- **I-B** Redesign Westlake parking area spaces
- **I-C** Increase parking enforcement and evaluate results
- **I-D** Promote voluntary reduction of parking demand
- **I-F** Make small adjustments, as necessary

- **PHASE II:**

- **II-A** Triggers for launching first level paid parking solution ...
- **II-B** Implementation of first level of paid parking solutions
- **II-C** Additional promotion of parking demand reduction.

- **PHASE III:**

- **III-A** Triggers for launching expanded paid parking solutions ...
- **III-B** Implementation of expanded paid parking solutions
- **III-C** Additional promotion of parking demand reduction.

# IN CLOSING....

- The Westlake Parking Workgroup, comprised of community stakeholder representatives alongside SDOT staff, are honored and pleased to have served in collaboration these many months to create a "community centric" parking management plan that we believe will meet the overall unique needs of this diverse and interdependent maritime freshwater shoreline community.
- Thank you Wayne for involving us in this meaningful service to our community!
- The Westlake Parking Workgroup